channels *via* Kanjithai, Arathumkal and Chettu were constructed so as to connect the sea on the west with the above-said canal. In addition to the three channels, he prayed for the construction of a road from Alleppey to Arurmukkom. In conclusion, the Member requested that the Dewan should take the earliest opportunity to visit the taluk and ascertain for himself the needs of the taluk.

Dewan's reply.—Noted.

81. The desirability of improving the means of communication in the Vaikam taluk.

Mr. K. Narayana Pillai (Member, Vaikam taluk) requested that the following roads might be sanctioned :—

(1) Road from Vechur to Vaikam. There was a village road between the two places but it was not cartable and was in a neglected condition. Several canals crossed the roads and those crossings were difficult and dangerous during the monsoons. He requested that the above road be improved and made cartable and connected with the Kumarakom road and that bridges be constructed across the Maramveettil *thodu* and Vallayil *thodu*.

Dewan.—This work is estimated to cost Rs. 90,000.

(2) The Member, proceeding, said that the second road required was from Piravom to Thalayolaparambu. There was a 3 feet trace between the two places and it was necessary to convert it into a cartable road.

(3) Road from Chenganda to Arukutti. The road was highly necessary as communication between the two places was rendered difficult by extensive stretches of hot sand.

Dewan's reply.—None of these roads are included in the programme of works for the Kottayam Division. The Government have already decided in G. O. No 227/P. W., dated the 12th January 1915, that these works should lie over for consideration after two years.

82. The construction of the Puchakal Canal.

Mr. C. Krishnan Vaidyan (Member, Nominated) stated that the canal called Puchakal *thodu* and lying between Panavalli and Pallipuram proverthies, connected the Vembanad lake and the Ulavaippu Kayal. The *thodu* was only $1\frac{1}{4}$ miles long, of which one mile was in a fairly good condition, but owing to accumulation of silt in the middle of the canal, the canal could not be used. The opening of the *thodu* for a distance of one-fourth of a mile would facilitate communication from the sea-coast to the hills by means of the Kuthiathodu and Ithipuzha river. It would also help transport of goods from the two places and would be an easy route to the town of Vaikam from Pallipuram and Panavalli. He therefore requested that the Puchakal *thodu* be improved and rendered fit for traffic.

Dewan's reply.—Noted.

83. The urgent necessity for improving the Poovakat tank.

Mr. Chacko Ouseph (Member, T. I. C., Changanacherri) said that the Poovakat tank was the only public tank in the town of Changanacherri open to all classes of people. It comprised 11 acres and supplied a great public necessity. The tank was, however, in a neglected condition, the parapet walls all round and the bathing ghats being completely in ruins. The outlet was in disorder and the water was very bad on account of the accumulated dirt of 20 years. In spite of the above defects, the tank was even now used, to the serious detriment of public health, because no other tank was available. He requested that, in the interests of the health of the town, the tank should be thoroughly repaired at an early date.

Dewan's reply.—In regard to this tank, the Chief Engineer says that he has called for a report from the Executive Engineer. I may add that the Government

LIBRARY ARCHIVES Kerala Legislative Assembly

have just sanctioned an estimate for Rs. 1,660 for sinking two wells in the town of Changanacherri.

84. The need for improving the Changanacherri market road.

Mr. Chacko Ouseph (Member, T. I. C., Changanacherri) said that the Changanacherri market was one of the most important and popular markets in the State. The trade there was enormous, but the market road was quite inadequate for the purpose. Thousands flocked to the market and there was hardly room for them to move about. To remedy the evil, the Member suggested that the existing road should be extended westwards and roads 15 feet in width should be constructed on either side of the Market Canal as early as practicable. He also suggested that, as the condition of the existing road was bad in the rainy weather and as the road would be waterlogged then, the road should be metalled and the road gutters renewed.

Dewan's reply.—An estimate for Rs. 1,740 has been sanctioned for repairing the market roads and gutters, but the work was not taken up for want of funds in the current year. The Government will see if funds could be provided for the work in the next year's budget.

85. The construction of a navigable canal from Cherukara to Changanacherri.

Mr. Geevargese Devasya (Member, Trading Classes, Changanacherri) said that the existing canal from Cherukara in the Vembanad lake to the Changanacherri market landing place was narrow and circuitous and was unfit for the passage of large cargo boats. The length of the canal was 12 miles, while the distance from Cherukara to the Changanacherri market landing place was only 4 miles. During the hot weather, there was not sufficient water in the canal for navigation. In the interests of the large trade between Changanacherri and the northern parts of the State and in view of the difficulties of the existing canal, he requested that a straight canal, with the necessary width and depth, should be opened from the Changanacherri market landing place to the Cherukara *kayal*.

Dewan's reply.—Noted.

86. Improvement of the means for communication in the Meenachil taluk.

Mr. Oolahannan Oolahannan (Member, Meenachil taluk) requested that the following works might be undertaken for the benefit of the taluk as early as practicable:—

(1) A bridge over the Meenachil river in the Lalam—Ponkunnam road should be constructed. The inhabitants of the villages on the southern side of the river had great difficulties to go to the public institutions at Pala for want of a bridge over the river.

(2) The following roads should be properly maintained :—

(*a*) Lalam–Erattupetta road.
(*b*) Lalam–Thodupuzha road.
(*c*) Lalam–Ponkunnam road.
(*d*) Erattupetta–Kanjirapalli road.
(*e*) Erattupetta–Poonjar road.
(*f*) Ambara–Mankombu road.
(*g*) Pizhaku–Melkavu road.

(3) The following village roads should be improved and made cartable:—

(*a*) Lalam–Ramapuram village road.
(*b*) Lalam–Kozha village road.
(*c*) The village road running from the 8th mile in the Bharananganom-Lalam–Ponkunnam road to Idamattom, Vilakumadom and other places.

LIBRARY ARCHIVES Kerala Legislative Assembly